

My name is Dreama Fritts and I live in Windsor Hills in the City. I am contacting you regarding the Greenview Dr. (Wooldridge Farm) project.

I was initially excited at the prospect of a new development so close, as we have been considering upgrading by moving for a couple of years now; but have been unable to find a suitable home that was close to the West End of Lynchburg. I like the convenience of my current location, I tell everyone I can be almost anywhere in 10 minutes. So Hunter's Mill, Bedford County and even Boonsboro wasn't an option for us.

But after reviewing the developers plans, I was very disappointed to learn it will be another "plastic city"; only worst, unlike Wyndhurst, most of the residential will be apartments. With only 10% slated for single family homes, I don't think it's a place I would want to live.

In fact, I seriously question the wisdom or need for another TND, especially in such close proximity of an existing one. Wyndhurst may be considered built-out, but there are plenty of vacancies there - especially commercial.

Most if not all of the uses listed are already available in the Timberlake/Leesville Road area; banks, service station, vets, churches, library, nursing home, restaurants, etc. Does Timberlake Road need more commercial square footage, with vacancies at the previous Winn Dixie Store, previous Lowes?

Does our city need more apartment/townhome projects? There seems to be quite a few townhomes being built around the city; as well as in our area. Leesville Road has a new development coming up; Wards Ferry Road has another project of townhomes beside and across the street from the Watergate duplexes; as well as out Timberlake Road in Campbell County, not to mention the two projects on Old Forest Road. I'm sure there are many more that I am unaware of. And of course, in our area there are already several older townhome developments that seem to have frequent vacancies.

And, of course; the traffic this project will generate is without a doubt a major concern. And equally shocking is the developer's plans to access this massive project through an established neighborhood, with not one, but two roads connecting.

As you can see below, estimates are that the residential units alone will generate 7000 trips per day.

Comparison of Wyndhurst and Cornerstone Trip Generation Rates

Comparison of Wyndhurst and Cornerstone Trip Generation Rates

Wyndhurst			
Proposed Development			
# of Units	# Trips per Day*	# of	

Units	# Trips per Day*			
Single Family Homes	236	2360	100	
1000				
Multi-Family	218	1308	600	
3600				
Townhomes		256	2048	
300	2400			
approx. 750		5716		
approx. 1000	7000			
Commercial	300,000 SF	200,000 SF		

\*TIS Guidelines (example from Bedford County's 2004 Guidelines)

House Type	Trip Generation Rate
Singe Family Home	10 trips/day
Townhouse	8 trips/day
Apartment	6 trips/day

What does the West End of Lynchburg need? A single family upscale neighborhood with a private park area, and club facility; with no access thru neighboring property, would be a nice welcome addition to our city.

I urge you to seek another plan from this developer.

Regards,  
 Dreama Fritts  
 113 Kenbridge Place  
 239-1405

1508 Greenview Drive  
Lynchburg, VA 24502  
May 14, 2006

Lynchburg City Council  
Lynchburg, VA 24501

Dear Sirs,

My name is Garnet L Manley Jr, I reside at 1508 Greenview Drive, which is a just a few houses from "The Cornerstone Development" (Greenview Drive project). I have several concerns which I hope are addressed in the council meeting. My first concern is that the development does not have enough single family detached dwellings. The project has addressed concerns of the Moreview Drive area by using a buffer of single family detached dwellings (section Q,P,O&R on the TND Plan). I think the project as it stands only has 10-11% of single family detached homes, all of which are used as a buffer on the Moreview Drive side. I realize that a project of this size to be successful must utilize the land to its full potential, but I think the percentages of single family detached dwellings are quite low. I feel this percentage should be in the area of 25-30%, with a least buffer of single family detached dwellings on Greenview Drive ( section N & perhaps M on the TND Plan), adjoining Berean Baptist Church. Adding more single family detached homes would help decrease traffic, and give the neighborhood a less transient feel by reducing the number of apartments.

I also have concerns about the changes in Greenview Drive, the project calls for traffic slowing devices such as on street parking and medians as well as a traffic light. I feel that all of Greenview Drive must be addressed in a way to create such a slower traffic flow. I also feel that the aesthetics must be blended within the entire street in order to create a unity of the entire area. If you have any questions about my concerns please feel free to call me at (434) 239-9206.

Garnet L. Manley,Jr.

Please don't take the use of "you" personally. For the most part, this is a generic term however; there are times in which you may insert yourself into being part of the Windsor Hills neighborhood or think about how this would impact your neighborhood. I was born and raised in Lynchburg and subsequently raised my family here as well. Some might think that would make me an agent against change however I feel that Lynchburg used to stand up for its citizens and thought well of families. I am starting to see these things differently. I guess you could call me a fool but I am willing to voice my opposition to the proposed TND on Greenview Drive. I have several questions/concerns/opinions that I would like addressed. They are as follows:

1. How can we GUARANTEE that low-income housing/government subsidized will not be part of the Cornerstone project? I recently rode through the Wyndhurst development like suggested and noticed the government subsidized housing being built. I realize that Wyndhurst is being held up as a "shining example" of how wonderful TND's are. Do we really know the entire impact of this type of development (other than repeating what others have told us about TND's), especially with low-income housing coming in? I'm sure if you look back into history of Greenfield (now known as James Crossing), Birchwood, the Meadows, Bear Run (think it is now Indigo Run in the Reusens Road area) that you will find that these were also part of the bandwagon to jump on and marketed as Premier living and now look at them. Would you want those housing developments in your backyard and around your children? Is this not the fate that you are offering our neighborhood, our children and grandchildren? If you are 100% sure, please inform me.
2. How do you and the rest of the planning committee &/or city council know that you are not putting a future group of Section 8 projects in the back of a well-established neighborhood? I have looked on line about TND's and it was amazing all of the website dedicated to helping developers "sell" this type of project to communities. Are we being gullible so that the developers and other interested parties make a buck? What expense does our government have already with existing low-income housing (City services to include increased police calls/patrols/drug operations, Social Services calls, Public works, school busing, school incentive programs to include transportation for parents being brought to school (not offered to our neighborhood) so that they are part of their child's school experience, tutoring programs, etc.)? Do we not need to look ahead --- um, maybe more than 5 years and with a completed project at Wyndhurst before imposing the wishes of the developers and designers (and a church that bit off more than they could chew) on another neighborhood or is it just about making money? If that is the case, the slogan "Citizen's First" is really a farce.
3. I'm sure that this type of project is great for revitalization of blighted area (at least that is in the sales hype that is all over the internet). I know that it mentions greenspace next. Does Lynchburg really have the economic development to support this many transient housing projects? Just look at the number of townhomes, apartment complexes, etc already in this area. Why do you think we need more? I don't think we do - Lynchburg has tons of vacancies already. Just because we have shopping chains coming in, we do not have any large manufacturing or production businesses coming, do we? Jerry Falwell and Liberty University can not carry the city. If it does, maybe we need to rename the city versus trying to rename a mountain. I know that I am 47 years of age, but even my 21 year old daughter, husband (and their 8 week old child) hate the idea of this type of community. They are the family of the future. They want a home that has a yard where their child can play, where they can come home to relax and get away from the day-to-day toils - not have neighbors on top of them or minimal property ("postage stamp" lots located right on the street) or live in a row house. I have spoken with other young families who actually looked at buying in Wyndhurst but were "turned off" by the size of the lots as well as how close the homes were to the street. They thought that this was a "safety" issue for their children and have purchased homes in neighborhoods like Windsor Hills.

4. I STRONGLY OPPOSE the connectivity to our beautiful, well-established, peaceful neighborhood. I do not believe that this is in the best interest of the community and most definitely will create "cut through" traffic. (Even the guy doing the traffic study stated that in the meeting at the church.) I do not believe that this is a way for safety vehicles to get in faster, etc. As a past police officer, I would go down Timberlake, Greenview and then enter. Just seems to make sense that going thru main streets is better especially having the ability now to control the traffic signals and avoiding neighborhood traffic. I believe that this will just create a safety hazard to our streets (which according to the pavers the streets are not designed to handle such traffic flow), but more importantly I believe that these connections will Destroy the integrity and character of the neighborhood. According to Tom Martin, a TND is supposed to be a community that exists amongst itself. If that is true, then connecting to our neighborhood destroys that definition.
5. I feel that our beautiful, quiet neighborhood needs a large buffer zone between this new monstrosity. I already hear the dumpsters being dumped in the early hours from Lowe's now (and I'm not the only neighbor) – guess I will get to here a lot more of that from this wonderful TND. You know, I'm sure the landfill is ready to handle more refuse because of all the new businesses that will be in this great economic venture for the city.
6. In regards to the offer of the park – let them keep it!!! Why would the city take on more fiscal obligations??? That means more money being spent on this fantastic fiscal opportunity – isn't this a no brainer?
7. While I oppose the TND being built, I am not stupid to think that the developers and the city have already agreed on this. At the Tuesday meeting when the developer (you know the one that is really going to make the money off of us) said "When" the project is being built versus "If", guess we should have figured out that basically money talks and citizens walk. However since this is the case, I do feel that the homes that will border and come close to the existing neighborhood should closely reflect the high quality, well constructed brick homes of our community - not the plastic, cheaply made (or should I say "cost efficient" as it says in the TND hype information), quickly erected housing of Wyndhurst. It is my understanding that there are already problems in the Wyndhurst homes that professionals (plumbers, builders and electricians) are saying (and laughing about) that in the next few years will need repair due to the poor construction. How are we or should I say how is the city and planning commission going to avoid this at "Cornerstone"? Doesn't this just set the "wonderful opportunity for the city" (or should I say the Windsor Hills neighborhood) up for Section 8? In other words, let the government take care of it...we already made our money (as the developers gleefully and happily head to the bank to make another deposit)?
8. Can you please look into and confirm that a developer from Charlottesville attempted to erect \$200,000 to \$300,000 single-family detached homes on this property. It is my understanding that he was denied by the city due to the placement of garages. It is my understanding that this was done during the time that Ms. Flynn was heading the Community Planning & Development area. This is ultimately what the Windsor Hills neighborhood would have wanted and continues to be what we thought we would get. You know – ZONING LAWS! Why such a *high concentration* of apartments, townhomes, attached dwellings?
9. Let's look more closely at that paragraph that states what "they" can do since when I raised the question at Tuesday's meeting this was not addressed and talked over. "The following uses shall be allowed in the TND without a conditional use permit: arts & crafts shops, automobile service station, commercial recreation establishments, outdoor restaurants, tourist homes or bed & breakfasts, veterinarian hospitals without outdoor kennels, care centers, churches & other places of worship, clubs & fraternal

organizations, community swimming pools, group homes, library, museum of art gallery, public or community recreational facilities not operated for profit, nursing homes or assisted living facilities, and public utilities."

- a. First, why do the developers want an "all inclusive" stamp of approval from the City? Is it because they have woken up the Windsor Hills residents and they need to get these things approved now because "zoning" does not allow this? Hum, you would think those zoning laws would be there to protect the citizens from these things. Zoning laws only in 24503 protect the Citizens of Lynchburg who live in 24503. The citizens of 24502 as well as the other zip codes are feed to the sharks.
  - b. Our area is privy to the largest group home in Lynchburg. Bridges is just on Leesville Road and is a lock down facility. Why do we want more in our neighborhood?
  - c. Runk & Pratt is located on Leesville Road in the county. Do we need more? They are still building the Summit!
  - d. Please take a look on Timberlake Road, Leesville Road at all the service stations available? Do we need more? I know the developer (along with his bodyguard) stated that we wouldn't have a Sheetz there. They already tried to put a Sheetz at the corner of Leesville and Greenview and that was denied. I hate to be made a mockery of in public and I think that that was what that meeting did to the neighbors.
  - e. Do we need more restaurants in Lynchburg? I don't think so plus look at the surrounding area – Wards Road, Timberlake Road, and yes – even Wyndhurst. How many steak and potato joints do we need? Plus, it is known that one of the owners rented out his loft apartment/home to an employee at Wyndhurst and they were "crack heads" and brought their business into Wyndhurst. Just something more for our neighborhood to look forward to.
  - f. How many more churches can we have on Greenview? There are already four just on that street. Take a look down Leesville and on Timberlake. Not that I'm opposed to churches or anything, I know we are in the "Bible Belt", but that brings around a lot more traffic.
  - g. Clubs & fraternal organizations – hum,...ALCOHOL and parties. Not a "mix" that we have in our quiet neighborhood. Opposed to this as well.
  - h. Don't want a "community swimming pool" there either. Take a look at the problems at the Miller Park Pool. We really don't have shootings/drive-bys in the existing neighborhood and really don't want that element being brought into it either.
  - i. What happens to the animal waste and surgical waste from the veterinarian hospital. I have pets that I want to protect.
10. What is "Conditional Use" about this entire project? Seems the city just found a way to avoid the process of rezoning the greenspace from R-1. Zoning = something I thought protected us from commercialization, industrialization and degradation of our properties.
11. How do you think this brings about faith in the city and the elected officials? Would you want to buy my property which is abuts this "Proposed" (???) development and is right on the corner of Moreview and Hunterdale? Yeah,...I didn't think so! See my dilemma?
12. How could anyone (as Tom Martin stated) even suggest that this project is going to raise the property value of my home (or should I say house now)? It hasn't done anything to homes surrounding Wyndhurst!!!

Sincerely,

Judi M. Lariviere  
1141 Moreview Drive  
Lynchburg, VA 24502  
Ticker1141@aol.com

May 18, 2006

To: City of Lynchburg Planning Commission

Respectfully Submitted From:  
Mr. Gerry Swienton  
1131 Moreview Drive  
832-1223

The following summarize the primary and secondary concerns of Windsor Hill's residents. This might be helpful prior to the May 24<sup>th</sup> meeting. Laura Hamilton informed me with words to the effect that while this is arriving close to the meeting, there should still be sufficient time for review. I sincerely appreciate your time and objectivity with the Windsor Hills neighborhood concerns of the effects of the Cornerstone TND on our neighborhood.

Primary concerns:

- The overwhelming majority of residents surveyed want the stub street connectors to remain closed because of the ramifications resulting from increased traffic. One of the reasons modifications are necessary because Cornerstone is of a different housing mix than Wyndhurst. The other primary reason is safety.
- The properties on the 1100 block of Moreview Drive request the first row of single family detached homes in Cornerstone to be of primarily brick façade. If the first row of houses is of primarily brick façade, then please add a condition of a medium density buffer. If the first row of houses is primarily vinyl, then please add a condition of a high density buffer.

Secondary concern:

- The buffer completion should be accelerated early to minimize the construction impact on the existing adjoining properties

#### Stub Street Connections

The primary consensus of residents is for keeping the stub street connections closed.

The common reason is safety. Specific safety testimony varies from resident to resident.

A key appeal of Windsor Hills is the safety of a low traffic neighborhood. This is consistent with a low density residential neighborhood. Based upon the estimates from the Developer and/or his representatives, up to 1,000 residential living units may be constructed. Their average of 2.3 residents per living unit results in a potential of 2,300 residents. As you are aware, Greenview Drive will be a four lane road and be the primary connection into Cornerstone. The primary

connection will be at the Greenview Drive/Lighthouse Road intersection. The proposed stub street connectors would also be an entrance and exit.

The use of 2,300 residents is not meant to be equated with the exact definition of traffic count in the following paragraphs. Some of the 1,000 households will have two cars instead of one. Some will have daily single round trip routes in and out of the development. Some will have multiple daily trips. Rather it shows the potential number of individuals that will have a reason to travel in and out of our neighborhood every day. While children represent part of this 2,300, they cannot drive. However, the child will need an adult to travel to Kroger or Target, attend an athletic event, etc.

#### Evidence Supporting Increased Traffic if the Stub Street Connectors are Opened

##### **Cut-through Traffic to Timberlake Road**

Travel time from the proposed Hunterdale/Moreview connector to the intersection of Dreaming Creek Road and Timberlake Road is faster than traveling from Lighthouse Road/Greenview Drive to the same Dreaming Creek/Timberlake Road intersection. This was timed and is factual.

We are not aware of any official report by the City that also studied this comparison.

(It was assumed that the travel time from the Cornerstone Core to Greenview Drive/Lighthouse Road was similar to the travel time from Town Center to the proposed Hunterdale stub connector. In addition, there are residential units that would be closer to the proposed Hunterdale stub connector than to Greenview Drive increasing the appeal of the proposed stub connector for travel.)

It is faster when traveling at 25MPH through Windsor Hills compared to traveling non stop at 45 MPH from Lighthouse Road and Greenview Drive. If there is any additional time from stopping at any of the three traffic lights at the Greenview Drive/Timberlake Road intersection, the Laxton Road/Timberlake Road intersection, or the Candlewood Court/Timberlake Road intersection, the attractiveness of the proposed Hunterdale, Buckingham, Brunswick, Dreaming Creek cut-through increases.

The most practical example of an application is something 2,300 residents will need to do on a frequent basis. Grocery shopping. The Timberlake Kroger is a prime example for high frequency cut-through driving through our neighborhood.

If the Cornerstone commercial development is successful, then it is feasible that the cut through traffic increases even more.

It is our opinion that drivers are looking for the fastest way from point A to point B. Of a potential residential base of 2,300 residents, we feel that travel from

Cornerstone (Point A) to Timberlake/Dreaming Creek Road (Point B) places the safety of our neighborhood residents at an unnecessary risk.

Of course, not all Cornerstone residents and Cornerstone commercial patrons will travel from the above referenced Point A to Point B. Some may have a destination of Timberlake Road West, Laxton Road, or Leesville/Airport Road. However, an indefinable number will.

(As of this writing the City Traffic Engineer has not been contacted for defining this number.)

The potential access by arriving at the Timberlake Road/Dreaming Creek Road is far reaching. From this intersection drivers can travel Graves Mill Road to Route 221 or 501N Expressway, Timberlake (past Heritage Elementary and High School) towards Fort Ave (from there approaching Midtown), or towards 29 South (River Ridge Mall). In other words, it is more than arriving at Point B. It is the subsequent points one would want to reach after arriving at Point B. To reach these other points, drivers may look for the fastest way to first reach Point B.

If this logic is sound, then we submit that it is realistic that the traffic would also flow the fastest way back into Cornerstone. This would again impact those on Dreaming Creek Road, Brunswick, Buckingham, Hunterdale, and Moreview.

As of this writing, we have not completed a study from other proposed stub connector on Moreview Drive. Preliminary indications are that it is also faster to Dreaming Creek Road/Timberlake Road. Although this is not yet confirmed.

Also, there is a tract of land adjacent to Buckingham and Hunterdale that is not part of the Woodridge Farm sale. It is unknown if the stub connectors will have to be the primary connectors into this tract. It is our understanding that unlike Cornerstone, this property does not have a boundary of a major road. Unless there is information that we are not aware of, this undeveloped property does not adjoin Timberlake Road. Therefore, if Timberlake Road is not the primary connector than another access is necessary.

Keeping the two Cornerstone stub street connectors closed, allows for future traffic from the separate tract of land to enter into Buckingham and Brunswick. It is listed as MXD Residential in the Comprehensive Plan. This is the same designation as the Wooldridge Farm. According to Sec. 35.1-43.6. "General requirements for a traditional neighborhood developments", a TND requires a minimum of 30 acres. If this tract meets this minimum of 30 acres, then high density residential plus commercial traffic is possible. We are not aware of any official study by the City that factors in the potential combination of this undeveloped tract with the potential Cornerstone cut-through traffic.

### **Cut-through Traffic To Leesville Road**

There is the new road in the process of being developed connecting Wards Crossing shopping center (Route 29 South) with Leesville Road. This is close to the Moreview Drive/Leesville Road intersection. This road is being built to encourage traffic flow from Route 29 South to Leesville Road. In simple terms, this road would not be built unless it was felt that many drivers would use it.

The Wards Crossing commercial development area contains stores and restaurants not available in the Cornerstone TND. These Route 29 south stores and restaurants are thriving successful business capable of attracting a potential of 2,300 Cornerstone residents.

Consider the realism that Cornerstone residents traveling from the Wards Crossing shopping center and/or Route 29 South restaurants, turning left at the new light onto Leesville Road, turning right on Moreview Drive, driving down the hill (gravity increases speed), turning left onto Moreview Drive, then turning left onto the proposed stub street connector into Cornerstone. Keeping the stub street closed will prevent this scenario.

Opening the Moreview stub street may increase cut-through traffic from Cornerstone onto Moreview, then up Moreview to Leesville. If the intersection at Leesville Road/Greenview Drive is congested, we submit that drivers will explore a faster route. The only other route for exploration is through our neighborhood.

### Comparison of Emergency Access into Windsor Hills and Cornerstone

The Windsor Hills neighborhood is accessible from Leesville Road and Timberlake Road. There are three entrance streets. These entrance streets are Moreview Drive, Oakmont Circle, and Dreaming Creek Road. Dreaming Creek Road and Moreview Drive are the roads most frequented of these three. There are no City reports that we are aware of that indicate Windsor Hills has insufficient emergency access.

For comparison, Cornerstone would be accessible from Leesville Road, and Timberlake Road, with six entrances from Greenview Drive. If this meets the code for Emergency Vehicle access, then there is *no requirement* to open the stub street connectors for Emergency access purpose.

The case for opening connectors into Wyndhurst for Emergency Use has merit. Emergency vehicles have to travel into the County to enter Wyndhurst. Cornerstone is different. There is direct access into Cornerstone from Timberlake Road, Leesville Road, and Greenview Drive while remaining in the City. Coordinating Emergency vehicles with the County should not be an issue with Cornerstone.

Comprehensive Plan Statements Supporting the Case for Keeping the Stub Streets Closed

The Comprehensive Plan 2002-2020 contains information that we feel supports the case for retaining the closing of the stub street connectors.

***“Ensure that traffic conditions to not degrade neighborhood quality”***

(Comprehensive Plan Chapter 14.7 Objective 1.D)

The key word is ensure. Windsor Hills is a neighborhood of individuals that use the streets because they are currently safe. (The exception would be the 1000 block of Moreview drive connecting into Leesville Road.)

Many neighbors when asked, said one of the reasons they purchased their house is because of the safety from the low traffic. While the streets are narrow and curbless, the current low traffic flow allows for a combination of walking and bicycling of seniors, families, and children. This is a quality of the neighborhood. Higher traffic degrades this neighborhood quality. The way to ensure this objective is met is to keep the stub connectors closed.

It may sound like an overused cliché to refer to safety, however; it is very accurate in this situation.

***“With their distinctive character, history, and natural setting, City neighborhoods will provide residents with a safe, healthy environment and a strong sense of identity and ownership”***

(Comprehensive Plan Chapter 2 Vision and Goals, City of Strong Neighborhoods)

Safe environment is a phrase driven by the Comprehensive Plan. Also, having “ownership” of our neighborhood gives us the basis to request the closing of the stub streets to preserve our “identity” of a safe, low traffic neighborhood.

***“Residents continue to invest time and energy in improving their neighborhoods and homes. The goals, objectives, and strategies of this element support those efforts and are intended to improve livability of all the City’s neighborhood.”***

(Comprehensive Plan Chapter 10 Neighborhoods and Housing, Introduction)

A large scale new development which has traffic incentive to drive through our neighborhood, has the unintended impact of decreasing livability in our neighborhood. While keeping the stub streets closed, does not increase livability, it does not decrease it.

### Travel Lane Disparity

Our streets do not have sidewalks or curbs and are narrower than the streets planned for Cornerstone. The Cornerstone design plan shows a total of 22 feet of asphalt for the Travel Lane in the Edge Area Streets with 9.25 feet on both sides of the street and 8 feet for parallel parking. In contrast, Moreview Drive (in front of 1131 Moreview Drive) has a Travel Lane (asphalt) of 21 feet with no on street parallel parking and no sidewalks.

### Brick Façade Request for the Single Family Detached Homes in Edge Areas

The homes in Windsor Hill's are built primarily with a brick façade. It is requested that at least the first row of houses in the edge area adjoining Moreview drive be of primarily brick façade. Mr. Tom Martin made a request to have the commercial core be of a maximum of 20% vinyl siding. (Cornerstone TND TRC Report note 34.) Therefore, since building materials can be a condition, we request this condition for at least the first row of houses adjoining Moreview Drive. We ask the Planning Commission and the City Planning Department to use their expertise in determining the correct and proper percentage of brick façade per single family detached dwelling.

### Buffers

If the condition of brick façade of residential houses as stated above is stipulated, then, we request the condition of a medium density buffer. If the condition of brick façade is not stipulated, then we request the condition of a maximum density buffer. The Draft Landscape Ordinance while not yet passed by City Council, certainly would suffice as a reference. If you would like us to provide specific density preferences, we could provide those to you.

### Petitions

Residents were asked for their input through the use of petitions. Petitions walked door to door on Saturday May 17, 2006. The streets planned for coverage are Moreview Drive (both the sections adjacent to the development and the section connecting into Leesville Road), Hunterdale, Kenbridge, Windsor Road, Buckingham, Brunswick, Sunbury, and Dreaming Creek Road.

**Only one resident felt the stub street connectors should be opened. He lives on Windsor Road.**

**There was a high percentage of support for keeping the stub street connectors closed.**

The signatures represent residents that were home and available when contact attempts were made on May 17, 2006. There were some follow up contacts that some individuals were attempting on Sunday May 18, 2006. The Sunday survey information is not yet available.

The wording the petitions was as follows:

**Petition Opposing the Connection**

*We, the undersigned Windsor Hills residents, are OPPOSED TO THE CONNECTION of the two stub streets into the Cornerstone Development (TND). These streets connect into Moreview Drive and Hunterdale.*

*We acknowledge that if these stub streets are closed, then we will not have the direct access from these connectors into the Cornerstone Development and will have to enter the proposed development through Greenview Drive.*

For balance there was also a support petition.

**Petition Supporting the Connection**

*We, the undersigned Windsor Hills residents, are SUPPORTING THE CONNECTION of the two stub streets into the Cornerstone Development (TND). These streets connect into Moreview Drive and Hunterdale.*

*We acknowledge that if these stub streets are open, then the proposed 2,300 residents will have direct access from these connectors into the Windsor Hills neighborhood if they choose not to use the Greenview Drive primary access.*

We will have these petitions at the Planning Commission and City Council.

We ask that the Planning Commission strongly consider the petition of the residents.

There was a concern that Wyndhurst adjoining neighborhood streets now want access into Wyndhurst. Cornerstone is different. Windsor Hill's residents have signed they will give up access into Cornerstone for Cornerstone residents not having access into Windsor Hills. Also Wyndhurst is different in that there is not a cut through issue that we are aware of.

**Reason for Neighborhood Petitions**

These stub connectors affect more than those that were contacted with the "To Persons Who Own Property Within 200 Feet of the Subject Property Below" notice sent by the City Planning Department.

It affects residents on both the 1100 AND 1000 block of Moreview Drive, Hunterdale, Buckingham, Brunswick, and Dreaming Creek Road. In addition the residents that use these streets regularly for driving, walking, bicycling, etc. These streets include, Sunbury Place, Windsor Road, and Chesterfield Road.

A simple retort regarding pedestrian use of the streets would be that residents could walk to Cornerstone for the sidewalks. This is disproved by the fact by the

irony that would be less safe to walk to a safer walking Cornerstone neighborhood.

#### Proposed Solutions

Either there is a recommendation to close the stub streets, open the stub streets, open the stub streets with revision, or delay for study and revision.

If the stub streets are kept close, not further discussion is needed on this issue.

If the stub streets are opened, then we request revision. Cornerstone and Wyndhurst share the common designation of a Traditional Neighborhood Development. However, there are **key differences**.

Cornerstone has approximately **3 times more** proposed multi family use units than Wyndhurst. (Cornerstone 600 vs. Wyndhurst 218)

Cornerstone has **half the proposed single family** detached houses. (Cornerstone 100 vs. Wyndhurst 236)

Town homes are approximately equal. (Cornerstone 300 vs. Wyndhurst 246)

In the current plan, this is not another Wyndhurst. The proportions are unequal. Likewise, there is no anchor like the Summit or Jamerson YMCA.

- If the stub street connections are opened, then lower the amount of multi family units, and increase the number of single family detached houses to reflect the Wyndhurst proportion.
- If the stub street connections are closed, then retain the proposed housing mix.

#### Final Comments

Traffic from the connectors is a major neighborhood issue. If the Planning Commission is sincere in listening to concerns of a neighborhood, then a delay on this matter is appropriate. Not a delay for delays sake. Rather a postponement for further study for an accurate impact of the traffic, and time for the City, Developer, and Neighborhood for proposing modifications that balance the development of Cornerstone while preserving the fabric and petitioned input of an existing neighborhood.

Supplemental Information:

History of the stub street connectors

The current stub connectors were built when this land was owned by Campbell County prior to annexation in the 1970's. This is prior to the code being drafted for Traditional Neighborhood Developments. It is the recollection of long time residents (prior to annexation) that the original plans were for the Wooldridge Farm to be developed similar to Windsor Hills as low density residential. With approximately 3 homes per acre on Moreview Drive, then this would equate to 240 homes on the farm tract. The development plans have changed with the Comprehensive Plan.

The traffic engineer should provide a written opinion if the Windsor Hill's streets have the design characteristics for accommodating additional low density traffic from a (formerly considered) low density Wooldridge Farm development; or does the design characteristics of Windsor Hill's roads reflect those specifically designed for traffic from a high density multi use neighborhood. In other words, it is our opinion the stub streets were not designed for a high density access into our neighborhood.

SUITE RESPONSE 5/24/06

Wooldridge Farms Development: I am certain that my neighbors share many of my concerns and, no doubt, you have heard them. I had planned to attend the planning commission meeting on the 24th to share my concerns, but I will be out of town on business. I will attend the city council meeting on June 13th. Please consider the following as being from both my wife and me.

1. Development density of 600 units plus commercial and single family is much too dense and does not conform to the neighborhood norms of Windsor Hills or the developments across Greenview Drive. The proposed distance between single family homes is much closer spacing than in the existing neighborhood, too. If commercial spaces have living space above, will those be restricted to the owners of the commercial space or is this just another set of rental units?
2. Opening the "cut-throughs" for other than emergency traffic will significantly increase the hazard to our neighborhood. Windsor Hills roads are not designed for the projected level of traffic. I would suggest that if the cut-throughs are completed, they should be gated with overrides for emergency services..
3. It is not clear who will pay the cost of infrastructure improvements: water, sewer, roads, etc. Before your time, the annexation agreement included sewer service from the city in Windsor Hills. This has not been provided or is only partially in place. When will these be completed?
4. I am very sceptical of the statement that there will be minimal impact on the city schools, citing Wyndhurst as the example. Until recently, Wyndhurst had no apartments, so this comparison is suspect.
5. How will the multi-family housing be restricted? How much low income, subsidized housing is included? Wyndhurst was not supposed to have any, but I am told (could not confirm) that there will be Title 8 housing. What is the maximum height (feet not stories) of the proposed multi-family structures? If the view from Moreview is obstructed, this implicitly reduces property values because we bought, in part, for the view (MORE VIEW). If the new development reduces the value of Windsor Hills properties bordering the property, will the City of Lynchburg reduce our assessments?
6. Any development changes the usage patterns of the property. The flippant remark made to my wife that the cows must have been noisy from time-to-time in response to a legitimate concern about apartment and commercial trash removal noise needs to be addressed. How will this be managed or restricted?
7. What is the off-set from the commercial areas to the property line and how will the properties be "screened" from the neighboring properties?
8. It is my understanding that Greenview Drive will be expanded to four lanes. What is the timetable for the expansion? What share in the cost will be borne by the developer?

If you have any questions regarding my concerns, please call me at 434-258-3065 (mobile). I am in Savannah, GA this week.

Regards,

William D. Conner, III, P.E.



"Mitchell, Chriss H (Genworth)"  
<Chriss.Mitchell@genworth.com>

05/24/2006 07:33 AM

To <tom.martin@lynchburgva.gov>

cc

bcc

Subject Wooldridge Farm TND

I've thought long and hard about writing regarding the proposed TND in my backyard. I realize that I must keep the emotion out of this and therefore, it has taken me awhile to be able to sit and write. While I know that there is nothing any of us can do to stop this project and while everyone knew that some day the farm would sell, I don't think any of us saw a TND coming our way. I, for one, totally missed the City's Comprehensive Plan for this area but it is very disheartening to me to realize that instead of the "true" traditional single family homes that currently exist in the Windsor Hills area and are aesthetically pleasing, the City will allow a TND. It is also very disheartening to me to be told that the Planning Committee and City Council don't care what we think because this TND isn't in their backyard. It appears to me that money (as in tax revenues) has reared it's ugly head.

I question the need for another TND, especially one in such close proximity to Wyndhurst. As I drive through Wyndhurst, I'm struck by all the "For Sale" signs and can't help but wonder why people are choosing to sell and get out so soon if this concept is supposed to be so great, grand and wonderful. I see all the store fronts that are vacant and wonder where the people will come from to occupy these spaces. Likewise, I wonder where all the people will come from to occupy the 1000 units that are proposed in my backyard, in addition to filling the commercial space. The last thing we need is more businesses in the Timberlake Road area.

Perhaps my biggest concern about this proposed TND is the connection with Windsor Hills. We are a quiet neighborhood of people who enjoy getting out and walking, riding bikes and jogging and I have huge safety concerns if this connection is allowed. We have enough traffic through this area and speed is a factor. We also have cut through traffic for those who want to go from Leesville to Timberlake Road and I see the possibility of this increasing significantly when they open the road on Leesville connecting to the new shopping center.

In closing, I'd like to say that ideally we in Windsor Hills would much prefer 250 single family homes such as those that currently exist on both the front (Greenview Dr.) and back side of this property but the developer said he couldn't make any money. I don't understand that statement because I look at all the new subdivisions that have popped up in the City and in the surrounding counties and wonder why they continue to appear if there isn't any money to be made. This makes me wonder whether the developer's true meaning was he can't make 'enough' money.

Thank you for your time and letting me be just one more voice from Windsor Hills.



"Laura Hamilton" <llhami@adelphia.net>

05/21/2006 08:55 AM

<asale@qmpc.org>, <bacongh@aol.com>, <bflint@lgflint.com>,  
To <llhami@adelphia.net>, <rbarnes@rmwc.edu>, <rbworth@adelphia.net>,  
<ssoglesby@adelphia.net>  
cc <tom.martin@lynchburgva.gov>, <betsy.webb@lynchburgva.gov>

bcc

Subject FW: Greenview TND Development

FYI, fellow commissioners, from another Windsor Hills resident.

-----Original Message-----

From: Richard Bain [mailto:n4rb@verizon.net]

Sent: Thursday, May 18, 2006 10:54 AM

To: llhami@adelphia.net

Subject: Greenview TND Development

Hi Laura Hamilton,

Joan Foster suggested that I contact you about the feelings of the residents of our part of Windsor Hills regarding the Greenview TND your committee will be reviewing on May 24th.

My family and I are residents of Windsor Hills who are concerned about the impact on our neighborhood of allowing a large volume of traffic from the new development to use our residential neighborhood as a shortcut to Timberlake. And all the neighbors at a neighborhood meeting expressed the same concerns. If Hunterdale and another stub road are extended from the development to Moreview Drive, it would be logical for the residents of the TND to go down Moreview and Hunterdale so they would only have to deal with one traffic light as opposed to going by way of Greenview and having to deal with four traffic lights. Since I live on the corner of Moreview and Hunterdale, we would be especially affected by extending Hunterdale into the new development.

If the developer builds the up to 1000 proposed family units, there could be as many as 3000 people and 1500 cars in the TND. If only one third of those cars came through our neighborhoods three times a day, that would be 1500 cars passing by our homes night and day. At present, there are people cutting through from Leesville to Timberlake, but the traffic level is tolerable. We have families walking through the neighborhood with children in strollers and folks walking dogs frequently through our neighborhood. Since we have no sidewalks, a large increase in traffic would be dangerous

to these walkers. Many of us moved to this area because it is quiet and has very little through traffic.

I understand that there might be some concern regarding the access of emergency vehicles to the TND. A person on our street who is a contractor suggested that gates could be installed that can be opened only by emergency personnel with a hand-held unit.

Joan Foster was kind enough to come out and take a walking tour of our area with me so she could see the character of our neighborhood. She suggested that I might want to extend an invitation to you to do the same. I would be pleased to be your guide if you are interested. If you are unable to do that, I hope you can at least drive through and note the character of our area. A number of us plan to be at the meeting on the 24th.

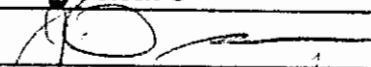
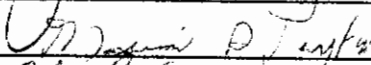
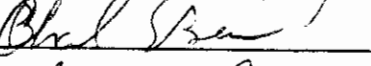
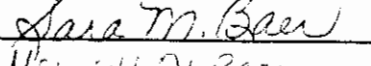
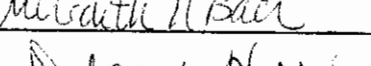
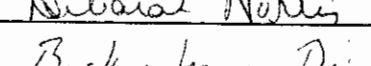
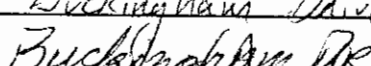
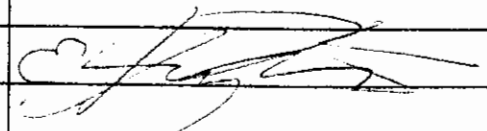
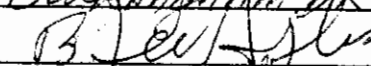
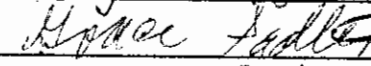
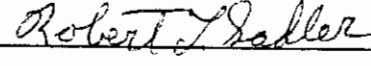

Thanks for your time,  
Richard Bain  
239-5021  
n4rb@verizon.net

## Petition Opposing the Connection

We, the undersigned Windsor Hills residents, are OPPOSED TO THE CONNECTION of the two stub streets into the Cornerstone Development (TND). These streets connect into Moreview Drive and Hunterdale.

We acknowledge that if these stub streets are closed, then we will not have the direct access from these connectors into the Cornerstone Development and will have to enter the proposed development through Greenview Drive.

Street: Buckingham

Name	Address	Signature	Comments
JEFF DAVIS	208		
Maria P. Taylor	204		
Chel Baer	202		
Sara M. Baer	202		
Meredith N. Baer	202		
Deborah Norris	200		
Edward Higginbotham	108		
James R. Hall	107		
Lee Ash	104		
Grace Sadler	100		
Robert T. Sadler	100		

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Street: Buckingham

[illegible]

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Street: Buckingham + 1 Moreview

Name	Address	Signature	Comments
Carlton Harris	107 <sup>Dreem</sup> <sup>3</sup> <del>Greenview</del>	Carlton Harris	
Carol S. Miller	110		
Robert A. Kera	110		
Kim Krantz	206	[Signature]	
[Signature]	206	[Signature]	
Rachel Davis	208	Rachel Davis	
Pamela Vias	1139 <sup>Moreview</sup>	PJ Vias	

7  
Moreview

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Street: Buckingham

Name	Address	Signature	Comments
Betty McKinney	305	Betty McKinney	
Jim McKinney	305	Jim McKinney	
Hildegard M. GRAY	309	Hildegard M. Gray	
JOHN D. GRAY	309	John D. Gray	
Barbara Horton	310	Barbara Horton	
Ken Horton	310	Ken Horton	
Joann Willis	304 <sup>Buckingham</sup>	Joann Willis	
Tom Willis	504 <sup>Buckingham Dr</sup>	Tom Willis	

## Petition Opposing the Connection

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Street: CHESTERFIELD RD 1 from Moreview Dr

Name	Address	Signature	Comments
Josephine Thompson	124	Josephine Thompson	
Teresa Russell	122	Teresa Russell	
Lydia Gimerly	114	Lydia Gimerly	Neighborhood walkers and bikers
VIRGINIA CODDER	100	Virginia Coder	
William M. Toler	103	William M. Toler	
Nicole Harding	113	Nicole Harding	we have toddlers. fast traffic
Janne Bradley	117	Janne Bradley	potential for too much traffic
Ernest J. Sommer	119	Ernest J. Sommer	too much traffic -
Kathy Spradlin	1132 Moreview	Kathy D. Spradlin	concerned about increased traffic

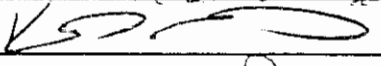
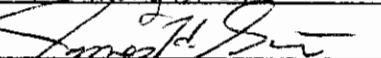
Moreview  
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Street: Dreaming Creek

Name	Address	Signature	Comments
Vic Edwards	115	Vic Edwards	
Kenneth Edwards Jr.	115	Kenneth Edwards Jr.	
Kirk Petre	110		239 7624
Walter Petre	110	Walter Petre	
Betty Marsie	108	Dreaming Cr. Dr.	239-3632
Fred Marsie	108	" "	
William Hise	106	DREAMING CR. DR.	239-7359
Charlotte Hise	106	DREAMING CR. DR.	239-7359
Marie Faye			929-6424
Phedon Faye			
LeRoy Hunter	104	Dreaming Creek Dr.	239-4071
JAMES SCRANTON	102		237-1293

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Street: Dreaming Creek

Name	Address	Signature	Comments
F M GUNTER	112	F M Gunter	
B. A. Waddington	114	B. A. Waddington	will create Extra traffic
J. W. Merchant	121	J. W. Merchant	
JAMES S. WOMACK	111	James S. Womack	Too much traffic Already
MURRILL CLAYBROOK	103	M. Claybrook	ditto
Gordon Austin	100	Gordon Austin	Traffic - Appl.
Shelley Scranton	102	Shelley Scranton	too much traffic already

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Street: Hunterdale

Name	Address	Signature	Comments
JEFF Pultz	201	J. S. Pultz	
TERRI Pultz	201	J. S. Pultz	
PAUL TRISKA	103	P.A. Triska	
Stephanie Triska	103	Stephanie Triska	
Paul DeSiegner	106	Paul DeSiegner	
Mary Jane DeSiegner	106	Mary Jane DeSiegner	
Tim Shank	105	Tim Shank	
Ginny Shank	105	Ginny Shank	
Michael Nilles	109	Michael Nilles	
Anne Nilles	109	Anne Nilles	
Bill Spruill	100	Bill Spruill	
Elizabeth Spruill	100	Elizabeth Spruill	

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Street: Hunterdale

Name	Address	Signature	Comments
LARRY CAGLE	113	<i>Larry J. Cagle</i>	How CAN ANYONE Approve of us
Joyce CAGLE	113	<i>Joyce J. Cagle</i>	To A 6 story Building in R1 Zone
DARRELL CLARY	101	<i>Darrell Clary</i>	
WOODIE A CLARY	101	<i>Woodie A Clary</i>	

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Street: Kenbridge

Name	Address	Signature	Comments
David Humphrey	103	David Humphrey	
Michelle Humphreys	103	Michelle Humphreys	
Richard T. Slough	102	Richard T. Slough	
DIANE M. SLOUGH	102	Diane M. Slough	
Kerth Childress	110	Kerth Childress	
Stacey Childress	110	Stacey Childress	
Elizabeth L. Hudson	106	Elizabeth L. Hudson	
Lindsey E. Hudson	106	Lindsey Hudson	
JAMES E HUDSON	106	James E Hudson	
Dorothy Y. Cofer	105	Dorothy Y. Cofer	
<del>JEFF &amp; TERRI PUTZ</del>	<del>20</del>		
Toni Putz			

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## Petition Opposing the Connection

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Street: Kenbridge

Name	Address	Signature	Comments
David Maser	115 Kenbridge	David Maser	
Joan Maser	"	Joan Maser	
Jack Gwinn	109	Jack Gwinn	
Jodie Gwinn	109	Jodie Gwinn	
Glyn Woodbridge	107	Glyn K. Woodbridge	
Joyce Woodbridge	107	Joyce K. Woodbridge	
PAUL POLLARD	112	Paul Pollard	
DIANE POLLARD	112	Diane F. Pollard	

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**Street:**

[illegible]

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Street: MOREVIEW DR

Name	Address	Signature	Comments
Gayle P. Everett	1128	Gayle P. Everett	
Linda Everett	1128	Linda Everett	
EARL S. MILLS	1128	Earl Mills	
MARVEL J. MILLS	1128	Marvel J. Mills	
JOSEPH J. SAPITA	1133	Joseph J. Sapita	
GREG GRAHAM	1136	Greg Graham	
R D VIGAR	1139	R D Vigar	
Richard Bain	1140	Richard Bain	
Joel M. Lawrence	1141	Joel M. Lawrence	
John D. Lawrence	1141	John D. Lawrence	
GERALD E. SWARTON	1131	Gerald E. Swarton	I am concerned for the safety of my 10 year old.
W.D. Conner III	1137	W.D. Conner III	

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Street: MOREVIEW DR

Name	Address	Signature	Comments
J. J. VAGI	1121	J. J. Vagi	--
Sabrina P. Upton	1101	Sabrina P. Upton	
John Megginson	1104	John Megginson	oppose any more traffic <sup>noise</sup>
Kenneth E. Megginson	1104	Kenneth E. Megginson	
Evelyn C. McCormick	1103	Evelyn C. McCormick	
Stanley M. May	1105	Stanley M. May	
Angela May	1105	Angela May	
Ket Hendrich	1106	Ket Hendrich	
DAVID MOREY	1114	David Morey	
K. B. Bryan	1113	K. B. Bryan	
L. Pham	1113	L. Pham	
Betty A. Bryan	1138	Betty A. Bryan	population density is going to cause <u>many</u> problems.

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Street: MOREVIEW DR

Name	Address	Signature	Comments
11 Cap Jackson	1135 Moreview Dr		
John Kerna	1129		
Jeff Upson	1101	Jeffrey Upson	
Jim U Brown	1118	Jim U Brown	
Walter W. Brown	1118	Walter W. Brown	
Allen Schmelz	1127	A.E. Schmelz	
Betsy Weaver	1125	Betsy Weaver	
Dwight H. Weaver	1125	Dwight H. Weaver	
Selena Maddox	1116	Selena Maddox	
Kenneth Weinforther	1116	Kenneth Weinforther	
JAMES G. KIGER	1119	James G. Kiger	
Sandra Kiger	1119	Sandra Kiger	

## Petition Opposing the Connection

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Street: MOREVIEW DR

Name	Address	Signature	Comments
Betty Bryan	1138 Moreview	Betty A. Bryan	
G. N. Bryan	1135 Moreview	G. N. Bryan	
Leslie C. Graham	1136 Moreview Dr	Leslie C. Graham	
Richard H. Bunch	1120 Moreview	Richard H. Bunch	
JEAN BUNCH	1120 Moreview	Jean Bunch	
MILLARD PAULETTE	1124 Moreview	Millard Paulette	
SEAN A. PAULETTE	1124 Moreview	Sean A. Paulette	
Marin Swinton	1131 Moreview	Marin Swinton	
John D. Smith	1130 Moreview	John D. Smith	
J. J. Vagi	1121	J. J. Vagi	
Alex Huen	1114 Moreview	Alex Huen	

## Petition Opposing the Connection

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Street: Moreview Dr

[illegible]

## Petition Opposing the Connection

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Street: Moreview Drive

Name	Address	Signature	Comments
Robert B. MARTIN	1005 Moreview	Robert B. Martin	I Believe it would be better for our neighborhood no connection
Stephen G. Pettyjohn	1004 Moreview	Stephen G. Pettyjohn	
Rebecca Jones	1008 Moreview	Rebecca Jones	
Rita Ulin	1009 MOREVIEW	Rita Ulin	
James Martin	1007 MOREVIEW	James Martin	
Bonnie Galt	1016 MOREVIEW	Bonnie Galt	
Kelly Bivens	1017 MOREVIEW	Kelly Bivens	
Connie Hensley	1033 Moreview	Connie Hensley	
Shane T. Miller	1027 Moreview	Shane T. Miller	
DOROTHY HARTLESS	1031 Moreview	Dorothy Hartless	
Catherine Moore	1032 Moreview	Catherine Moore	
PETER H. SHADDOX	1033 Moreview	Peter H. Shaddox	

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Street: Moreview Drive

Name	Address	Signature	Comments
RICHARD A. WIGGS	1034	Richard A. Wiggs	
HELEN M. Kittinger	1037	Helen M. Kittinger	
Terry W. Wiggs	1039	Terry W. Wiggs	
Mary S. Mattox	1044	Mary S. Mattox	
LYLE SCHWEITZER	1026	Lyle Schweitzer	THERE WERE NO CONNECTIONS MADE TO THE WYNDAVIST DEVELOPMENT
Jane G. Schweitzer	1026	Jane G. Schweitzer	Increased traffic in our street would be <sup>too much!</sup> <del>gross</del>
Boyd H. Mitchell	1127	Boyd H. Mitchell	

## Petition Opposing the Connection

We, the undersigned Windsor Hills residents, are **OPPOSED TO THE CONNECTION** of the two stub streets into the Cornerstone Development (TND). These streets connect into Moreview Drive and Hunterdale.

We acknowledge that if these stub streets are closed, then we will not have the direct access from these connectors into the Cornerstone Development and will have to enter the proposed development through Greenview Drive.

Street: Morey

Name	Address	Signature	Comments
David Goff	1037 Morey	David Goff	
VIRGINIA GOFF	1037 Morey	Virginia Goff	
Darlene A. Trogdon	1031 Morey	Darlene A. Trogdon	
Ashley Gardner	101 Lynx Dr	Ashley Gardner	
Ann Gardner	1027 Morey	Ann Gardner	
Robert Gardner	1027 Morey	Robert Gardner	
<del>Jim Lewis</del>	1026 Morey	<del>Jim Lewis</del>	
STEPHEN C. SMITH	1023 Morey	Stephen C. Smith	
Margaret A. Smith	1023 Morey	Margaret A. Smith	
Melissa Canuso	1028 Morey	Melissa Canuso	
Rodney Early	1028 Morey	R. Early	
12 <del>Quincey Keyes</del>	1050 Morey	<del>Quincey Keyes</del>	

## Petition Opposing the Connection

**We, the undersigned Windsor Hills residents, are OPPOSED TO THE CONNECTION of the two stub streets into the Cornerstone Development (TND). These streets connect into Moreview Drive and Hunterdale.**

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Street: Morey

[illegible]

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Street: Sunbury

[illegible]

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Street: Sunbury

[illegible]

## Petition Opposing the Connection

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Street: Windsor

Name	Address	Signature	Comments
Donald J. Dewsnap	230 Windsor	<i>[Signature]</i>	
Danny E Perdue	226 Windsor	<i>[Signature]</i>	
Delores H Perdue	226 Windsor	<i>[Signature]</i>	
Donna Donohue	224 Windsor	<i>[Signature]</i>	
Michael J Donohue	224 Windsor	<i>[Signature]</i>	
LAWRENCE T. DARBY	220 Windsor	<i>[Signature]</i>	
Joan Hobble	214 Windsor	<i>[Signature]</i>	
Jane Hamlett	208 Windsor		
Robert W Hancock	" "		
William Lawrence	202		
Michael Wild	205	<i>[Signature]</i>	
Barbara Jackson	213 Windsor	<i>[Signature]</i>	

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## Petition Opposing the Connection

**We, the undersigned Windsor Hills residents, are OPPOSED TO THE CONNECTION of the two stub streets into the Cornerstone Development (TND). These streets connect into Moreview Drive and Hunterdale.**

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Street: Windsor (with one Moreland Dr.)

[illegible]

CORNERSTONE – Greenview Drive

May 24, 2006

**PLEASE PRINT**

[illegible]